

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of:

TAKI TOOO
DCA-03-MM-035

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Thursday,
June 19, 2003

INTERVIEW OF:

RUSSEL POGUE

PRESENT:

BILL WOODY

1 P R O C E E D I N G S

2 UNIDENTIFIED SPEAKER: And now where are
3 you located?

4 MR. POGUE: I am at the Marine Safety Office
5 in Portland, Oregon.

6 UNIDENTIFIED SPEAKER: And what is your
7 age?

8 MR. POGUE: Forty years old.

9 UNIDENTIFIED SPEAKER: You are an old man.

10 MR. POGUE: Thank you.

11 UNIDENTIFIED SPEAKER: And how long have
12 you been in the Coast Guard?

13 MR. POGUE: Nineteen and a half years.

14 UNIDENTIFIED SPEAKER: And have you been in
15 Marine Safety the whole time or were you an O?

16 MR. POGUE: I was an O for 16 years. I have
17 been in Marine Safety for the last three years.

18 UNIDENTIFIED SPEAKER: Could you tell me a
19 little bit about your training in Marine Safety?

20 MR. POGUE: My training in Marine Safety, I
21 worked in the Marine Inspections Office and I am
22 Tebo(ph) qualified, Kaylo(ph) qualified, Barks
23 qualified. I have conducted close to 180 boardings
24 on Tebo boats. Along with Kaylo H boats. I have
25 did crafts and others.

1 UNIDENTIFIED SPEAKER: And is there a
2 specific place you go for the training?

3 MR. POGUE: I have been to training at --
4 Virginia for, for -- inspection course and
5 investigation course. I have been to Confined Space
6 Entry, Wells Inspections Schools, and those have
7 been all over the United States. And the rest of it
8 has just been OJT, on the job training.

9 UNIDENTIFIED SPEAKER: Okay. And you were
10 one of the last inspectors on the Taki Too, correct?

11 MR. POGUE: I conducted the last annual
12 inspection on the Taki Too. I was not the last
13 inspector on it, though.

14 UNIDENTIFIED SPEAKER: Last annual
15 inspection, okay.

16 And how well do you remember the boat?

17 MR. POGUE: Pretty well.

18 UNIDENTIFIED SPEAKER: Okay. Can you tell me
19 what you saw in your inspection?

20 MR. POGUE: I came aboard and I just
21 finished the D&D, which was next to it, I came
22 aboard the Taki Too and I talked to the operator at
23 the time, which was Mitch Buell and he was there
24 for most of it, and then the, the operator, Steve
25 came aboard and finished it and then Mr. Buell came

1 back and I explained to him exactly what I had found
2 and gave him the, issued the requirements for
3 repairs.

4 What all do you want to know about what I
5 did on there?

6 UNIDENTIFIED SPEAKER: Well, what, what --
7 that you saw?

8 MR. POGUE: It was probably the life saving
9 equipment. During the inspection, like I said, when
10 I come aboard a vessel, the first thing I do is like
11 look at the paperwork. I take it and go make sure
12 that they have got their license and, it is valid,
13 and make sure their LPC stuff is valid, the --
14 letter. I usually take their steel wide, first
15 thing I put in my case folder, to hang onto, so that
16 when I am done, I take it endorse it before handing
17 it back. I usually do all the paperwork and then I
18 proceeded outside and that is when I started
19 noticing a lot of the life saving stuff. My first
20 deficiency was the line that holds the life boat to
21 the weak link that is located on top of the pilot
22 house, and that line was bad. It didn't standard
23 test of rolling it, and it started fraying really
24 bad. And then it is usually caused by ultraviolet
25 lights. And that was one of my requirement that to

1 have him replace that.

2 And then I saw the flow light that was
3 attached to it, too, and it had a little line on it
4 and I did the same test and it broke on me. So, I
5 told him that needed to be replaced. There was no
6 fixed Co2 system in the vessel. A -- system had
7 been taken off for servicing. And that was a
8 requirement because I have to, I normally test that
9 to make sure shuts down the engine properly. And
10 that wasn't onboard, so I was unable to test that
11 and that was a requirement.

12 I noticed on this boat, that his bilge high
13 level alarms, and a couple of the components, mainly
14 the engine room and the stern compartment, did not
15 work properly. They did not have they audible or
16 the visual alarm worked, so I wrote a requirement to
17 have those renewed and tested.

18 Another thing was when I opened up, to go
19 down the ladder into the fake cabin, there was a
20 little compartment off your lower port side, and it
21 had batteries in there, which is just 12 volts for,
22 I guess, for his navigational stuff, radios and
23 stuff like that, and they weren't, they were in
24 there and they were braced properly, but they were
25 within about an inch or two inches of the combing

1 for the hatch, which is metal, and I made sure, I
2 had him make repairs of that, because I was afraid
3 if they were bounce or something like that they
4 would short out. So, I had him provide a guard over
5 top of those.

6 UNIDENTIFIED SPEAKER: Okay.

7 MR. POGUE: When I tested the navigational
8 line, the mast headlight was out, so I lifted his
9 ability to operate to make him unoperational, until
10 that light was prepared. -- before they cleaned up
11 in the engine room, so much that they had actually
12 wiped the labeling off of the bilge manifold, so you
13 couldn't tell which department it serves, so I made
14 sure that they took and renewed that and wrote that
15 in there properly or put a placard in it. I don't
16 remember which one they did, because I didn't go
17 back to the boat after that.

18 And like I said, when I was doing the
19 paperwork, their rules or rulebook they had was an A
20 Edition and the Coast Guard is up to the D version.

21 I wanted him to read it out, because they were in
22 bad repair anyway. And -- so I wrote him a
23 requirement to get that.

24 And like I said, once I went through the
25 whole boat with the skipper, I think his name is

1 Dave, and Mitch Buell came back and I issued him the
2 requirements and -- and I took him and actually
3 showed him every item I had written up and explained
4 to him why I had wrote it up. And then he signed
5 the 83354.

6 UNIDENTIFIED SPEAKER: I almost sounds more
7 like you had to do a survey than an inspection.
8 Pretty obvious items that the owner should have
9 caught before calling in for inspection. I don't
10 want to put words in your mouth, would you agree
11 with that?

12 MR. POGUE: I, no way a Coast Guard
13 inspection is -- we come on and they should have
14 already pre checked everything on that list because
15 they get a pre check list prior to our arrival. And
16 they get it every year. And they also, they know
17 what is going to be inspected. And yes, that those
18 things should have been caught earlier.

19 UNIDENTIFIED SPEAKER: Did he offer to, did
20 you say you should have done this before I came
21 here? Did he offer or did you have to question him
22 first of all?

23 MR. POGUE: Well, I had just done the D&D
24 and they had some more problems on the D&D but it
25 was nothing as bad, those are long problems on that,

1 too, you know, for bilge alarms.

2 UNIDENTIFIED SPEAKER: Okay.

3 MR. POGUE: And some other stuff, but, no,
4 they should have checked this stuff. And they had
5 the same problems on the Norwester --

6 UNIDENTIFIED SPEAKER: Okay. The life
7 jackets, did you go through all the life jackets?

8 MR. POGUE: I spot checked the life jackets.
9 I pulled them out of their, their storage bin right
10 here and did a standard test, you know, grabbing the
11 straps, making sure that the, you know, pulled on
12 and make sure that the lines didn't come loose. I
13 made sure the little, the snap things worked
14 properly. I usually I do a crush test to see the
15 flotation is all good and it is not hard. It hasn't
16 been water logged or anything like that. And I did
17 that on the life jackets, you know, because I had to
18 pull out each one and count them, and make sure he
19 had the proper amount onboard, you know, and the
20 location was properly marked, stuff like that. And
21 that is standard test that we do on those things, to
22 make sure that they are not water logged or anything
23 like that. And to be honest with you, I don't think
24 they had been out of the storage bin since the last
25 time I did the inspection or the last inspection the

1 following year.

2 UNIDENTIFIED SPEAKER: And, and where was
3 the storage bin?

4 MR. POGUE: That was located down below, he
5 had them out, so he had them out on the bench so I
6 could look at them that way. But, if I remember
7 correctly they are located down below in the lower
8 cabin. Don't hold me on exactly their location,
9 because he had them out, so I could look at each
10 one.

11 UNIDENTIFIED SPEAKER: Okay. You did this
12 inspection, it was after the fire, correct?

13 MR. POGUE: Before the fire, sir.

14 UNIDENTIFIED SPEAKER: Before the fire,
15 okay.

16 Okay.

17 MR. WOODY: This is Bill Woody. One, just
18 for the record, the date of the inspection was what
19 date?

20 MR. POGUE: Was for what day?

21 MR. WOODY: Yes.

22 MR. POGUE: The inspection was carried out,
23 it looks like March 13, 2003.

24 MR. WOODY: March 13.

25 This was a reinspection or a --

1 MR. POGUE: This was a reinspection.

2 MR. WOODY: Reinspection, okay. That takes
3 care of my questions.

4 MR. POGUE: The COI was conducted in 13
5 March of '01.

6 MR. WOODY: Thank you.

7 MR. POGUE: It is good for five years until
8 13 March '05 or '06.

9 UNIDENTIFIED SPEAKER: Now you didn't clear
10 these items and we are going to be talking to the
11 man that did. Did you talk to him on the phone or,
12 or was it just basically the paperwork passed over
13 and he works from the paperwork on clearing the
14 items?

15 MR. POGUE: I discussed with him, when I
16 came back and I found out he was going to be going
17 down and clearing them, everything was on the
18 computer already. I had already made the entries
19 into the computer and I just gave him exactly what I
20 saw, so where he would have a heads up and what to
21 look for.

22 UNIDENTIFIED SPEAKER: Okay. But, you did
23 talk with him on the phone about it?

24 MR. POGUE: In person.

25 UNIDENTIFIED SPEAKER: In person, okay.

1 MR. POGUE: We work in the same office.

2 UNIDENTIFIED SPEAKER: Okay. That sounds
3 good.

4 We have got some more questions coming.

5 MR. POGUE: Okay.

6 SERGEANT ROLLIN: Sergeant Rollin. On the
7 life jackets, they are all type ones, right?

8 MR. POGUE: They should be.

9 SERGEANT ROLLIN: Okay. Did you check ever
10 life jacket or just spot check?

11 MR. POGUE: I spot check usually on them,
12 but I, you know, the first ones, I count them all
13 make sure he has the proper amount onboard and what
14 I do is I grab, you know, usually about 50 percent
15 of them, and I do the standard test, pulling the
16 straps, make the straps work, you know, testing
17 them. If I don't find anything to give me any
18 reason to continue then usually about 50 percent,
19 50, 60 percent is where I stop. If I start finding
20 deficiencies there, I mean, like straps aren't
21 working or missing D rings, or flotation devices are
22 punctuated, something like that, then I will take
23 and go 100 percent.

24 SERGEANT ROLLIN: Was there a mixture of
25 Type ones onboard, to your recollection --

1 MR. POGUE: I do not -- Not off the top of
2 my head. I, like I said, I did some 60 some
3 inspections this year, yeah, this year.

4 SERGEANT ROLLIN: So, you can't tell me if
5 there was K pocket or --

6 MR. POGUE: I could not tell you if there
7 was, the horseshoe type or the K proper combination
8 of both.

9 SERGEANT ROLLIN: Okay. Do you discuss
10 operating procedures during an inspection?

11 MR. POGUE: What do you mean operating
12 procedures?

13 SERGEANT ROLLIN: Clearing the bar, whether
14 there are passengers are asked to don life jackets?

15 MR. POGUE: No, I do not. My, my standard
16 thing, if I ask them once, they discuss with their,
17 with their passengers prior to departure and they
18 usually talk about where the location of the life
19 jackets are, where the location of fire
20 extinguishers are, in case of an emergency, follow
21 the direction of the deck hand, you know, if there
22 is a fire or flooding, whatever. They usually go
23 over that stuff during their prior deployment
24 briefing.

25 SERGEANT ROLLIN: Okay.

1 MR. POGUE: As far as the bar conditions,
2 no, that is usually not a part of the requirements
3 that we go over with them.

4 SERGEANT ROLLIN: Okay.

5 MR. POGUE: They are suppose to have their
6 emergency procedures, you know, posted. That is one
7 of the requirements they have to have.

8 SERGEANT ROLLIN: Okay.

9 MR. POGUE: The only other thing I did on
10 this vessel was, I discussed with the Master when I
11 went to locate his logbook, you know, because you
12 are required to log monthly test of the EPIRB and he
13 could not provide me a log sheet showing that he had
14 done it at all and so that was one of the verbal
15 requirements I gave him, that he needs to start
16 maintaining a logbook with monthly EPIRB tests being
17 conducted on there.

18 SERGEANT ROLLIN: How was Mr. Buell, was he
19 cooperative?

20 MR. POGUE: He is very cooperative.

21 SERGEANT ROLLIN: Okay. Anyone else?

22 UNIDENTIFIED SPEAKER: Do you want to
23 describe any operational test that you conducted
24 during your annual inspection?

25 MR. POGUE: Operational tests I conduct,

1 yes, sir. What I normally do on an operational
2 test is we take, I have them start the engines, and
3 we take, make sure that the tachometer works and the
4 oil pressure gauge works. I have them, you know, go
5 forward, their clutch in and then I have them go
6 back to neutral and I have them go a stern until the
7 clutch is in. I operationally test all the radios,
8 make sure, you know, I have them do a radio check
9 with the -- on Channel 16, they usually switch to
10 22. I have them do the single side band test. I
11 have them do the radar, make sure it works properly.

12 He has got to have his depth sounder has got to
13 work properly, nav lights have got to work properly.

14 All of his electronics have to work and that is one
15 of the operational tests we do on them. Steering
16 test, because that is a steering test I usually have
17 to do at port and starboard, mid ship, to make sure
18 the steering system works properly. I test all the
19 high level alarms, that is an operational test, to
20 make sure that they work properly. If it had a
21 fixed system, I would normally check to make sure
22 the shutdown works properly on the fixed -- system
23 and we usually make sure that the cables are free
24 so, in case they needed it, you know, they could
25 activate it manually. That is about it for

1 operational.

2 UNIDENTIFIED SPEAKER: I want to clarify
3 something from this checklist. One of the
4 requirements that you wrote up was to label bilge --

5 MR. POGUE: Yes.

6 UNIDENTIFIED SPEAKER: And on the inspection
7 checklist we have bilge pump marked as
8 unsatisfactory. Was your unsatisfactory condition
9 with regards to the bilge pump only the manifold?

10 MR. POGUE: Yes.

11 UNIDENTIFIED SPEAKER: Okay.

12 MR. POGUE: And the high level alarms.

13 UNIDENTIFIED SPEAKER: And high level, oh,
14 yes, high level alarms go off.

15 MR. POGUE: That is why it was marked.

16 UNIDENTIFIED SPEAKER: Yes. I just wondered
17 about that.

18 MR. POGUE: Because like I said, the high
19 level alarms for the steering gear and the engine
20 room, neither one worked. And the one in the engine
21 room was broken actually. You could pull the full
22 switch and clear -- there was no cap on top of that.

23 UNIDENTIFIED SPEAKER: One other thing, I
24 apologize, I should have called the dispatch and
25 sent it back to you for to be retrofied but I

1 forgot. You signed, in your opinion, the vessel was
2 fit for service. And -- testified in the PIO, but
3 you didn't circle is or is not, so, what would have
4 been your --

5 MR. POGUE: Well, like I said, when I
6 conducted the inspection and I wrote those
7 requirements, the vessel could not carry passengers
8 until these were repaired, had been verified by a
9 Marine inspector. As far as sea worthiness, it
10 probably was as far as, until those repairs had been
11 made, it could not have got underway.

12 UNIDENTIFIED SPEAKER: But, in --

13 MR. POGUE: With passengers.

14 UNIDENTIFIED SPEAKER: That led into my next
15 question. Now issuing these requirements, do you
16 restricted the vessel's operation until they were
17 retrofied, is that correct?

18 MR. POGUE: Yes, if you look at the
19 activities summary report, you will see that every
20 one of Item 1, 2, 3, 4, four were carrying
21 passengers, because those were all life saving
22 issues, and the, as far as nav watch, it is limited
23 to day time operation only until the nav lights were
24 repaired. So, I put operational limitations on the
25 vessel until those repairs had been made.

1 UNIDENTIFIED SPEAKER: Okay. Thank you,
2 Russ.

3 UNIDENTIFIED SPEAKER: I have one more.
4 How, what level was the bilge alarm, the high level
5 bilge alarms go off, a couple of inches?

6 MR. POGUE: These were set at about six
7 inches, six to eight inches, I would say.

8 UNIDENTIFIED SPEAKER: That is all I have.
9 Thank you very much.

10 MR. WOODY: That is good. I want to thank
11 you.

12 MR. POGUE: Well, if you have anything else,
13 give me a call.

14 UNIDENTIFIED SPEAKER: Okay. Let me get your
15 number. Wait a minute.

16 Are you still there?

17 MR. POGUE: Yeah, I am still here.

18 UNIDENTIFIED SPEAKER: Okay. Let me get your
19 number.

20 (Pause.)

21 UNIDENTIFIED SPEAKER: Thank you.

22 MR. POGUE: Do you guys need my cell phone
23 number or anything?

24 UNIDENTIFIED SPEAKER: It couldn't hurt.

25 MR. POGUE: Yeah, in case you have any more

1 questions. I will be back in the office tomorrow,
2 but if you have any more questions my cell phone
3 number is [REDACTED]

4 UNIDENTIFIED SPEAKER: You say that like you
5 are going to, think you are going home or something?

6 MR. POGUE: Oh.

7 UNIDENTIFIED SPEAKER: Thanks again. Have a
8 good day.

9 MR. WOODY: Thank you.

10 MR. POGUE: You guys have a good one, too,
11 and if you have any more questions, please give me a
12 call, I would be happy to answer them for you.

13 UNIDENTIFIED SPEAKER: All right, do me a
14 favor real quick.

15 MR. POGUE: Yes, sir.

16 UNIDENTIFIED SPEAKER: Give me Hank -- cell
17 phone number.

18 MR. POGUE: Hank -- cell phone number?

19 UNIDENTIFIED SPEAKER: Okay. Thank you, I
20 have got it.

21 MR. POGUE: Okay.

22 UNIDENTIFIED SPEAKER: Good-bye.

23 (Whereupon, the interview was concluded.)